AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

1. (Currently Amended) A steel composition, characterized in that it comprises the following components in % by weight:

C:	0.12-0.45
Si:	0.10-1.00
Mn:	0.50-1.95
S:	0.005-0.060
Al:	0.004-0.050
Ti:	0.004-0.050
Cr:	0-0.60
Ni:	0-0.60
Co:	0-0.60
W:	0-0.60
B:	0-0.01
Mo:	0-0-60
Cu:	0-0.60
Nb:	0-0.050
V:	0.10-0.40
N:	0.015-0.040

Remainder: Fe and unavoidable impurities with the proviso that:

1) wt% V x wt% N = 0.0021 to 0.0120

2) 1.6x wt% S + 1.5x wt% Al + 2.4x wt% Nb + 1.2x wt% Ti = ~~0.035~~ 0.040 to ~~0.140~~ 0.080

3) 1.2x wt% Mn + 1.4x wt% Cr + 1.0x wt% Ni + 1.1x wt% Cu + 1.8x wt% Mo = 1.00 to 3.50

2. (Original) A die-formed part made of steel, characterized in that the steel has a composition according to claim 1.

3. (Withdrawn) A method of producing a die-formed part according to claim 2, comprising the steps of:

(a) heating the ingoing material made of a steel composition according to claim 1 to a temperature of 1,000 to 1,300° C;

(b) forming the ingoing material of step (a) by forging;

(c) cooling the die-formed part obtained in step (b) to room temperature, wherein the cooling rate in the temperature range to 580° C. is at least 0.2° C/s.

4. (Withdrawn) A method according to claim 3, characterized in that the cooling in step (c) occurs at a cooling rate of 0.2° C/s to 0.6° C/s until a temperature of 580° C.

5. (Withdrawn) A method according to claim 3, characterized in that the cooling in step (c) occurs at a cooling rate of 0.7° C/s to 6° C/s until a temperature of 580° C.

6. (Withdrawn) The use of the die-formed part obtainable by the method according to one of claims 3 to 5 as a chassis part for commercial vehicles.

7. (Withdrawn) The use of the die-formed part obtainable by the method according to claim 5 as a chassis part for passenger cars.

8. (New) A steel forging having the composition of claim 1.